

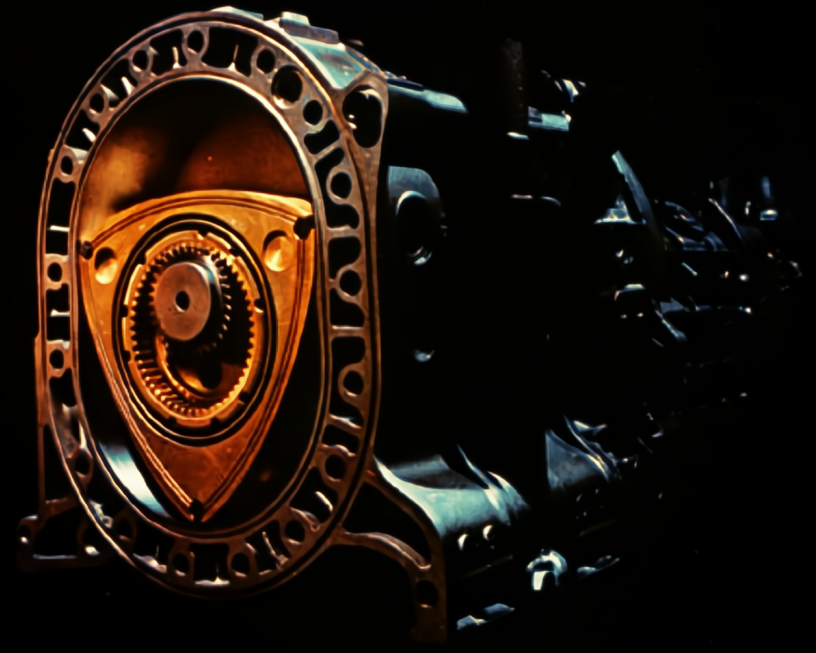
The Amazing Mazda RX-2



"Amazing." "Eerie." "Uncanny." "So quiet that I had to look at the instruments to tell if the engine was running." "Only a few luxury cars offer comparable sensations." That's how automotive editors describe the Mazda.

This is more than just a better car; it is a basically different car. The heart of a Mazda rotary engine has only three moving parts. (The heart of the average piston engine has more than 160 moving parts.) Because of its pure design, the Mazda rides with smooth, silent power that can be equaled by only the best and largest V-8's.

Practically every major auto maker in the world, including GM, Ford and Mercedes, is trying to develop cars like the Mazda. Ward's Automotive, the industry's leading weekly, predicts that, by 1980, rotary engines will power 85% of all cars produced in the U.S. That's 1980. Today, there are already more than 300,000 Mazda rotary engine cars on the road throughout the world.



Virtually every major auto maker in the world is trying to catch up with these cars. No imported car in history has taken off as rapidly as the Mazda. When you drive one, you understand why. The Mazda rotary feeling is a series of pleasant surprises.



Fully Reclining Bucket Seats on the RX-2 Sedan include adjustable headrests as standard equipment.



Memory Seats are standard on the RX-2 Coupe. Adjust the front passenger seat to a comfortable position. Slide it forward for easy access to the back seats. It will return automatically to the position you selected.



Foldaway Armrests are standard in the back seat of the RX-2 Sedan.

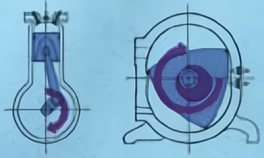


RX-2 Coupe

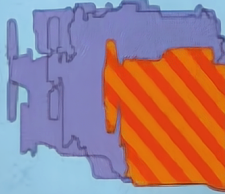


RX-2 Sedan

You come to the freeway on-ramp. A nervous moment for other cars. Effortless for your Mazda. You glide to speed. You're on your way. Noiselessly. Passing easily. Barely noticing the hills. At curves, the rotary engine relaxes to 1,500 rpm without a suggestion of lugging. This isn't an ordinary engine. This isn't an ordinary car.



The Rotors Apply Power Directly to The Shaft for 270° of each complete 360° shaft revolution. A piston engine produces power through only 180° of each shaft revolution. That's why the Mazda rotary feeling is so smooth.

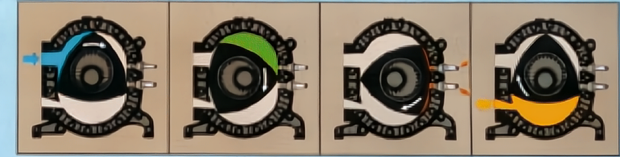


Horsepower produced by the Mazda rotary engine equals the horsepower of piston engines with twice its displacement.

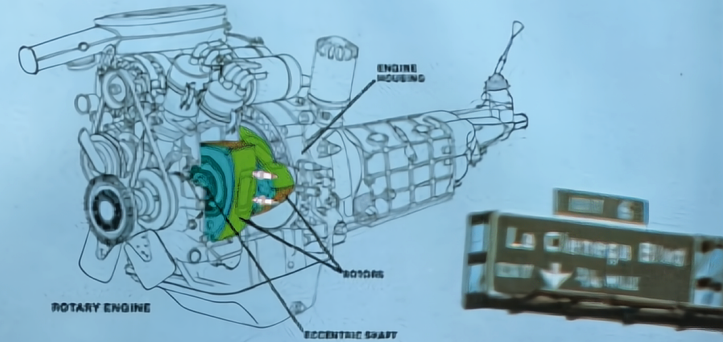


1. Two Three-Sided Rotors power the Mazda Rotary Engine. Each side produces a power pulse each time it passes the sparkplugs. **2. The Eccentric Shaft** receives power directly from the two rotors, and turns with them. **3. The Seals** are the only parts of the rotor that touch the engine housing. Road Test tore down a Mazda rotary engine after 53,000 miles and found that the apex seals were still good for another 100,000 miles.

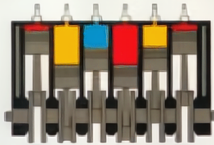
Fuel and Air Enter... Mixture is compressed... It explodes, producing power... Exhaust is expelled.



The Mazda Rotary Feeling is Surprisingly Smooth because the engine produces power through a continuous circular motion. That motion is applied directly to the eccentric shaft. Piston engines produce power by converting up-and-down motion to circular motion.



You arrive relaxed. Driving your RX-2 is fun, not work. This is a kindly, forgiving car. It doesn't vibrate. It doesn't shake. The steering wheel doesn't tingle in your hand. It's a car you can really enjoy.



The Mazda is Quiet Because Mazda rotary engine parts don't pull against each other. The few that move all move in the same direction. Any noise or vibration in conventional cars starts with the shaking of the engine as the pistons pull against each other on the crankshaft.

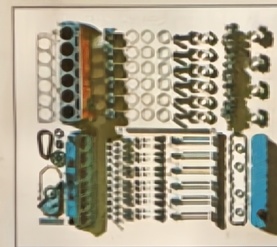
Warranty

The **Rotary Engine Mazda Warranty** runs for 12 months or 12,000 miles, whichever occurs first. There is also an extended warranty on the basic engine block and internal parts for an additional 12 months or 12,000 miles. In other words, the engine block and internal parts actually have a 24 month/24,000 mile warranty.



Low Emission Levels are assured by Mazda's emission control system, which includes unique thermal reactors. They help make the Mazda rotary engine just about the cleanest car on the road today.

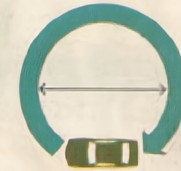
PISTON ENGINE



ROTARY ENGINE



Eliminated by Mazda's rotary engine design are piston engine parts like these. With fewer parts, there's less to go wrong.



Beautifully Short Turning Circles — 30 ft. 11 in. for the RX-2 make the Mazda a joy to handle. Compare it to the Porsche 911T with a turning circle of 32 ft. 6 in. Add variable ratio steering, and you see why the Mazda gives you so much maneuverability.



For A Safe, Smooth Ride, the rotary engine Mazda has power-assisted front disc brakes, drum brakes on the rear wheels, and a hydraulic four-wheel dual braking system.

Acceleration — standing ¼ mile, in seconds



Seconds 12 14 16 18 20 22 24

This is How Mazda Performed against five leading competitors in a test conducted by Car & Driver.



You can feel that the car is worthy of its engine. Built for comfort. The instruments grouped in your natural field of vision. The controls falling easily to hand.

Experts call that "human engineering". Motor Trend says that Mazda has about the best in the business. We say it's all part of the Mazda rotary feeling.



RX-2 Instruments are all grouped directly in front of the driver: speedometer, tachometer, ammeter, water temperature and fuel gauges.

The Fuse Box is easily accessible. It even contains two spares. For safety's sake, each set of headlights operates on a separate fuse. The RX-2 has a buzzer to warn you if a brake light burns out.



Fingertip Controls for turn signals, passing lights, lane change signal, dimmers, wipers and washers are grouped just below the steering wheel on an unusual easy-to-use stalk device.



Mazda Automatic Transmission has six positions, including three forward speeds and a parking brake. Passing gear kicks in at any speed up to 65 mph. Just step down hard on the accelerator.

The Mazda Four-speed Gearshift is as precise as a straightedge. The throw is short. The gears are easy to find. Shifting is surprisingly fast. All forward speeds are synchromesh.



Flow-Through Ventilation includes two exhaust vents, one on each side of the car just forward of the rear window.



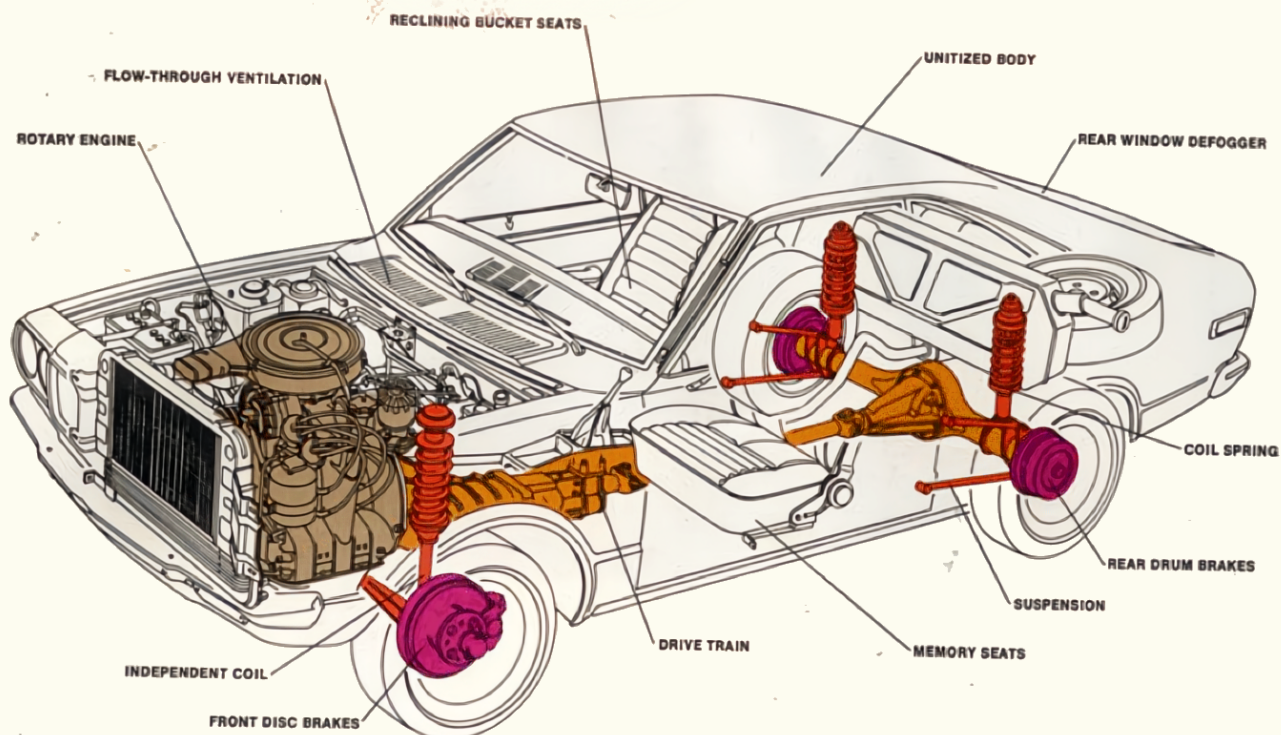
Complete Tool Kit gives you everything you need for minor repairs, right down to wheel chocks and touch-up paint.



Tinted Glass and Rear Window Defoggers with electrical heating elements are standard on all rotary engine Mazdas and the 808 Coupe.



Fully Reclining Bucket Seats on the RX-2 Sedan include adjustable headrests as standard equipment.



RX-2



Dimensions & Weight

	Coupe	Sedan
Length	167 in.	167 in.
Width	62 in.	62 in.
Height	55 in.	56 in.
Wheelbase	97 in.	97 in.
Road Clearance	7 in.	7 in.
Tread (Front)	51 in.	51 in.
Tread (Rear)	51 in.	51 in.
Curb Weight	2,325 lbs.	2,355 lbs.
*automatic	*2,365 lbs.	*2,390 lbs.

Fuel Tank Capacity

	Coupe	Sedan
Capacity (U.S. gal.)	16.9	16.9

Engine

Type	Rotary Engine
Number & type of rotors	2 rotors in-line/ 3-lobe type
Displacement	35.0 cu. in. X 2
Compression Ratio	9.4

Electrical Equipment

Battery	12 volt, 70 amp/hr.
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Transmission

4-forward speeds, reverse 1 speed, synchromesh on all forward gears. Automatic transmission is also available.

Steering

Steering	Ball & nut
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Suspension

Front	Strut type with coil springs
Rear	Rigid axle, coil springs

Brakes

Front	Power assist disc brakes
Rear	Power assist drum brakes

Tires

Front & Rear	165 SR 13 (Tubeless)
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Standard Equipment/Coupe & Sedan

4-speed synchromesh manual transmission	Wood grain steering wheel rim
Front disc brakes	Wood grain shift lever knob
Power assist brakes	Center console with compartment
Stoplight fail warning buzzer	Tachometer
Dual headlights	Trip Odometer
Inside hood release	Ammeter gauge
Locking fuel filler door	Oil pressure warning light
Bright metal roof drip mouldings	Electric clock with sweep second hand
Rallye wheels with chrome wheel inserts and hubs	Cigarette lighter
Radial tires—blackwall	Package shelf under instrument panel
Special body pin striping	Locking glove compartment
Flow thru ventilation system	Glove compartment interior light
Dual horns	Dual interior lights
Roll-down rear quarter windows	Rear floor light
Subzero starting device	Reclining front bucket seats with memory device
Lane changing switch	Adjustable front seat headrests

Optional Equipment/Coupe & Sedan

3-speed automatic transmission
Air conditioning
AM Radio & 8 track stereo combination with stereo speakers
AM/FM stereo multiplex radio with stereo speakers
AM/FM stereo multiplex radio & 8 track tape combination with stereo speakers
Body side accent stripes
Custom shift knob/vinyl w/shift pattern or Mazda logo
Rubber floor mats
"Mag" wheels
Chrome bumper guards—rail type—front & rear
Center Console w/arm rest & glove box
Chrome luggage rack—deck mount

Specifications and equipment are subject to change without notice, and may vary according to locale.